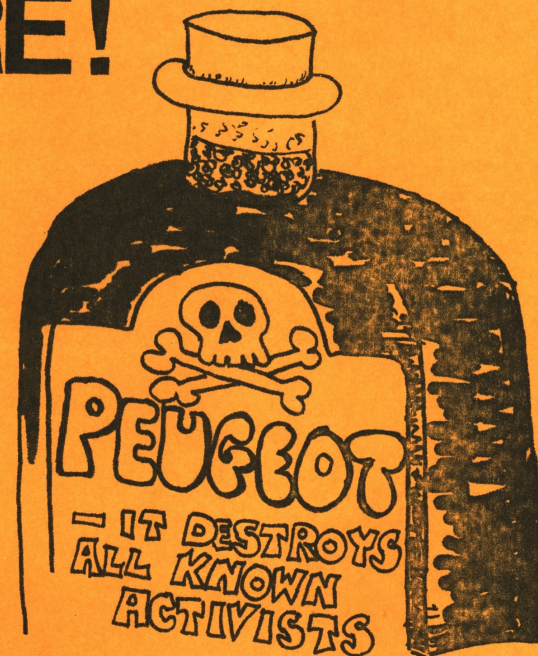


CHRYSLER WORKERS BEWARE!



*Mergers can be harmful to
your health*

Watch out! Watch out! There's a Peugeot about!

The take-over of Chrysler's European operations by Peugeot/Citroen is going to be a testing time for Chrysler workers in Britain. It is important that they should know their enemy. We are therefore publishing this text, which provides valuable information about the situation inside the Peugeot plants in France.

This Bulletin describes Peugeot's company union, the internal spy system and the use of gangs of hired thugs to deal with workers. Similar situations to that described here exist, in France, at Citroen and at Chrysler/Simca. At first sight the Peugeot set-up seems a throwback - a sort of industrial dinosaur. On second thoughts, one begins to wonder.

The Japanese vehicle industry is much the same. JIDASHOREN (the General Federation of Auto Workers Unions) has its origins in a company-backed breakaway from the Nissan Workers Union, and dominates the industry in the bosses' interests. It actually plays the leading role in exporting these industrial regimes to other parts of South East Asia. (For more information on Japan read Motor Bulletin no.3 'Datsun: Hell's Battlefield'.) A similar situation exists at the new HYUNDAI plant in Korea (managed by an ex-Leyland executive) as well as in the rapidly expanding motor industry in Latin America. Last but not least also in the often forgotten motor industry in Eastern Europe and the USSR. (We would welcome more information on these areas.)

It is not surprising that Peugeot/Citroen and Simca/Chrysler are able to squeeze very high levels of productivity out of their unfortunate workforces. The following figures,* based on production in 1977, show this:

	Vehicles produced per worker per year
Peugeot/Citroen	12.0
Chrysler France	12.2
Chrysler UK	8.2

Even these figures do not tell the whole story. The 126,000 Peugeot/Citroen workers in France not only produce a whole range of other products besides motor vehicles - bicycles, for example - but their mix of models tends to be rather more up market than that produced by Chrysler UK.

* Based on figures published in the Financial Times, August 11, 1978.

Citroen/Peugeot is an extremely profitable enterprise. In 1976 its declared profits were £169 million - and they have greatly increased since. Both Chrysler (France) and Chrysler (Spain) also made substantial profits, but Chrysler UK made a loss of £532,000 during the first six months of 1978. It is very unlikely that the massive new combine, the sixth largest in the world, is going to take this situation lying down. Massive rationalisation is on the cards. Many of those Trade Union officials and others who have so fulsomely welcomed the merger are going to have to eat their words.

If Chrysler workers in Britain are to protect the conditions and limited measure of job control which they have won in past struggles, they will have to fight one of the most brutal and secretive bosses in the business. To win it will be more necessary than ever before to establish as many direct links as possible with workers at other plants in the new empire. We hope this bulletin contributes in a small way to this process.

As always we are anxious to hear from car workers. We need help to get this Bulletin as widely circulated as possible. And we need information about current developments and struggles in the industry. We in return might be of assistance to workers in struggle through providing information from our network of contacts, or by putting militants in different countries directly in touch with each other. You have only to ask.

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